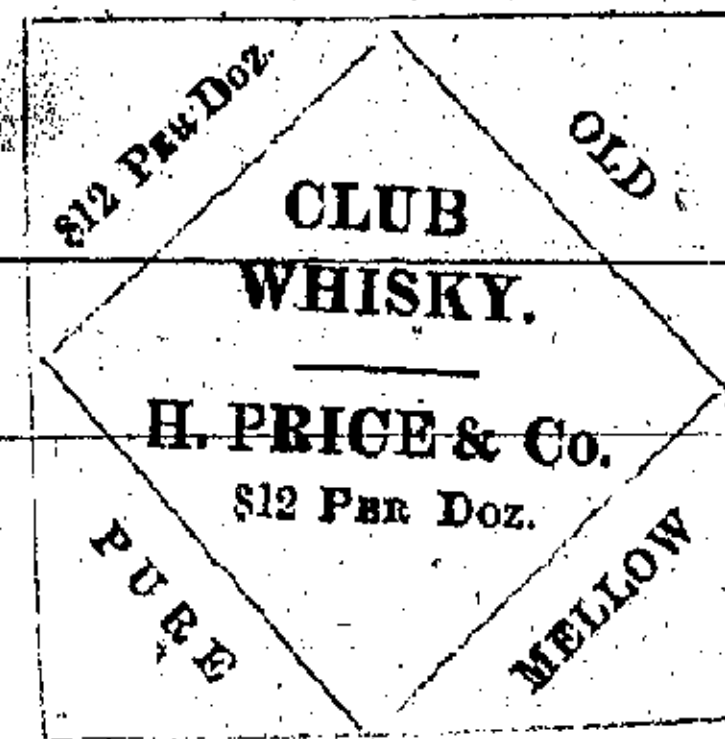


HAVE YOU TRIED
BLATZ
MILWAUKEE BEER?
MANY PEOPLE SAY IT IS
THE BEST.
SOLE AGENTS—
H. PRICE & CO.

Hongkong Daily Press.

ESTABLISHED 1857



No. 13,408 號捌零百肆千叁萬壹第 日十月正年柒十二緒光 HONGKONG, SATURDAY, MARCH 2ND, 1901. 陸拜禮 號貳月叁年壹零一千壹英港香 PRICE, \$2 1/2 PER MONTH

TO DRINK AT THE RACES.

WATSON'S E WHISKY.
WATSON'S B BRANDY.

WATSON'S AERATED WATERS.
A. S. WATSON & CO.
LIMITED.
Established 1841.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1812.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.
This World-renowned
Fine OLD HIGHLAND WHISKY Shipped
by CUTLER, PALMER & CO., is
obtainable in Hongkong only of
SIEMSEN & CO.
Hongkong, 1st January, 1901.

**CUTLER, PALMER
& CO.'S**
PRICE \$10.75 PER DOZEN
NET

Blend
of Selected
Distillations of the
Finest Scotch Whiskies.
Apply to
SIEMSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM WAYS COMPANY, LIMITED.

THE TABLE
WEEK DAYS.
7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes
9.30 a.m. to 10.45 a.m. Every quarter of an hour
11.30 a.m. to 1.30 p.m. Every quarter of an hour
1.30 p.m. to 2.30 p.m. Every ten minutes
2.30 p.m. to 3.30 p.m. Every quarter of an hour
3.30 p.m. to 4.30 p.m. Every ten minutes
4.30 p.m. to 5.30 p.m. Every quarter of an hour
5.30 p.m. to 6.30 p.m. Every ten minutes
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
SUNDAYS.
8.15 a.m. to 10.15 a.m. Every half hour
10.30 a.m. to 12.00 a.m. Every ten minutes
Noon to 2 p.m. Every quarter of an hour
2.45 p.m. to 8 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 2nd February, 1901.

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Repairs can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a specialty.
McKIRBY & CO.,
43 & 45, QUEEN'S ROAD EAST.
Hongkong, 3rd November, 1899.

WILLIAM MACLEOD, D.D.S.,
DENTIST.
BEACONSFIELD ARCADE.
(Opposite Hongkong & Shanghai Bank.)
Hongkong, 10th November, 1900.

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT
\$5.00 per Cask of 95 lbs. net or Factory.
\$3.00 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 2nd July, 1900.

**AUTOMATIC MAUSER
PISTOLS.**
CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES,
FIRING 10 SHOTS in 9 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900.

TO TRAVELLERS.

PORTMANTEAUX.
COLLAR and HAT BOXES, STRAPS.
CABIN TRUNKS (LEATHER, CANVAS and WOOD).
GLADSTONE, KIT, and DRESS-SUIT BAGS.
SOILED LINEN BAGS.

WATERPROOF HOLDALLS (TAN, CANVAS and FANCY TWEEDS).
LANE, CRAWFORD & CO.
CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:
SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT
\$22.50 PER DOZ.
Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.
Less old than the above.
DOURO PORT,
\$14.25 PER DOZ.
A fine, full, and fruity wine.

THE ELITE OF WHISKY:—
THE "PALL MALL,"
\$20 PER DOZ.
11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$10.75 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE.

AGENTS—SIEMSEN & CO., HONGKONG.
GEO. YOUNGER'S ALLOA
INDIA PALE ALE.

In Bulk at the following Rates:—
PER HHD. PER KILBERKIN. PER FIRKIN. PER 41 GALLON.
\$36.00 \$14.00 \$8.00 \$4.25
IN BOTTLE AT PER 4 DOZEN QUARTS ... \$11.00
PER 3 DOZEN PINTS ... \$14.00
Samples on Application to—
CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.
15, Queen's Road,
Hongkong, 22nd February, 1901.

WINTER SEASON.
WOOLLEN UNDERWEAR, KID and KNITTED WOOL GLOVES, WHITE and
COLOURED SWEATERS, and KNICKER HOSE.
COTTAM & CO.,
UNDER HONGKONG HOTEL.

**STOP THE SPREAD OF
PLAGUE AND CHOLERA,**
AND ALL
CONTAGIOUS DISEASES.
ESSE'S FLUID, THE WORLD-RECKONED NON-POISONOUS DISINFECTANT.
CAN BE USED WITH GREAT ECONOMY.
One Gallon Tin will make 500 gallons of POWERFUL GERM-DESTROYING
RELIABLE DISINFECTANT, at a Cost of Less than Half a Cent per Gallon.
SOLE CONSIGNEES—
WATKINS, LIMITED,
FACTORY—
MASON'S LANE. APOTHECARIES HALL,
46, QUEEN'S ROAD CENTRAL.

PHOTOGRAPHIC
PLATES, PAPERS AND CHEMICALS.
EASTMAN'S KODAK'S, FILMS AND ACCESSORIES.
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & Co.,
17A, QUEEN'S ROAD, HONGKONG.

THE VICTORIA DISPENSARY
HONGKONG.
AERATED WATERS.
SIMPLE AERATED WATER. SODA WATER.
LEMONADE. GINGER ALE.
SARSAPARILLA. RASPBERRYADE.
TONIC WATER. LEMON SQUASH.

THE VICTORIA DISPENSARY
HONGKONG.
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

SALE OF SHEET MUSIC.
6 FOR \$4.00. SOILED 6 FOR \$1.00.
OPERAS, FOLIOS, BOOKS—HALF PRICE.

ROBINSON PIANO CO.

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.
NEW INTERNATIONAL CODE of
SIGNALS ... \$14.00
Strand Magazine, Vol. 20 ... 4.00
Association Football, by Jackson ... 3.50
British Golf Links, Choice Illustrations,
by Hutchinson ... 16.00
Conquest of London, by D. G. ...
Tongues of Conviction, by Hiclaus ...
The Soft Side, by Henry James ...
Wounds in the Rain, by Crane ...
Palace of the King, by Marion ...
Crawford ...
Quintessence, by Anthony Hope ...
Wilder's Cricket Annual ...
Belzac's Droll Stories, Illustrations, by ...
Gustav Doré ...
Bridge Manual, by John Doe ...
The Scottish Clans and their Tartans ...

REMINGTON TYPEWRITERS
WITH ALL REQUISITES.

SIEMSEN & CO.,
SOLE AGENTS.

BORDEAUX BREAKFAST-CLARET.

ST. GEORGES
CRU WYNDRON ...
ST. ESTEPHE ...
ST. EMILION ...
MEDOC ...
ST. JULIEN-MEDOC ...
CHATEAU MARGAUX ...

Apply to—
G. GIRAULT,
6, QUEEN'S ROAD CENTRAL.

NOTICES OF FIRMS
NOTICE OF FIRM.

I HAVE This Day HANDED over
CHARGE of this Agency to Mr.
HENRY BIRKETT.
G. C. MOXON,
Agent for Smith, Bell & Co.,
Manila.
Hongkong, 1st March, 1901.

I HAVE This Day TAKEN over CHARGE
of this Agency from Mr. G. C. MOXON.
HENRY BIRKETT,
Agent for Smith, Bell & Co.,
Manila.
Hongkong, 1st March, 1901.

MR. OSWALD DYKES THOMSON
has This Day been ADMITTED a
PARTNER in his Practice as Solicitor, Practitioner
and Notary Public, and such Practice will
henceforth be carried on under the Style of
"STEPHENS AND THOMSON."
Dated Hongkong, 1st March, 1901.
[617] MATTHEW J. D. STEPHENS.

HONGKONG RIFLE ASSOCIATION.
A GENERAL MEETING of the MEM-
BERS of the ASSOCIATION will be
held at Volunteer Headquarters (by kind
permission of Lt. Colonel Sir J. W. Carrington,
K.C., C.M.G.), on MONDAY, 4th March,
at 5.15 p.m., for the purpose of passing the
Accounts for the year 1900, and electing
Officers for this year.

**THE HONGKONG ODD VOLUMES
SOCIETY.**
LECTURE.
MR. J. J. FRANCIS, K.C., has kindly
consented to deliver an address in the
Chamber of Commerce Room, at the City Hall,
on TUESDAY, the 5th March, at 5.15 p.m.,
on "An examination of the situation in the
Far East."

The undersigned will take the chair.
Ladies and members of the public are invited
to attend.
H. E. POLLOCK,
Hon. Secretary,
HONGKONG ODD VOLUMES SOCIETY.
Hongkong, 28th February, 1901.

NAVY CONTRACTS, 1901-1902.
SEALED TENDERS, in Duplicate, will
be received by the DEPUTY VICTUALLING
STORE OFFICER, H. M. Victualling Yard,
until Noon on TUESDAY, the 12th March,
for the undermentioned Articles:—
Biscuit Soft Bread
Flour
Fresh Beef
Fresh Vegetables
Fresh Potatoes
Raisins
Printed Forms of Tenders and further
Particulars are to be obtained at the DEPUTY
VICTUALLING STORE OFFICER'S OFFICE.
Samples to accompany Tenders.
The right to reject the lowest or any Tender
is reserved.
H. S. VAUGHAN,
Deputy Victualling Store Officer
(in Charge).
H. M. Victualling Yard,
Hongkong, 28th February, 1901.

**TO THE PUBLIC AND OFFICERS OF
SHIPS.**
When in MOJI, go to
THE AMERICAN HOUSE,
Where good European Accommodation can
be obtained at Yen 3 per day.
Address: NISHI HON-MACHI, ICHOME,
MOJI, 17th January, 1901.

U. A. W. & CO.
DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.
DESIGNS & PRICES on APPLICATION
at No. 1, Queen's Road East, Hongkong.
Hongkong, 17th October, 1899.

INSURANCE

**THE
STANDARD LIFE ASSURANCE CO.**
The Rates of Premium for Home and foreign
residence are very moderate and consistent with
the risk. Immediate reduction to Home Rate
on return to Europe or other temperate climate.
For Proposal Forms, rates, and full particu-
lars, Apply to
DODWELL & CO., LIMITED.
Agents
Hongkong, 9th November, 1899. [3-187]

HOTELS

HONGKONG HOTEL
A First Class Hotel in every respect
Elegantly Furnished Reading, Music, and
Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout
Wines and Groceries imported specially from
Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by
Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor.
CHARGES MODERATE.

THE PEAK HOTEL.

City Office: 7, Duddell Street.
HOTEL CRAIGLEBURN.
PUNNETT'S GAP, THE PEAK, near the
Tram Terminus.
Tel. 56.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900.

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.
A
FIRST-CLASS PRIVATE HOTEL.
Handsomely Furnished and Exceedingly
Spacious Rooms.
Very MODERATE TERMS to FAMIL-
IES by the DAY or MONTH.

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.
The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent; under Experienced Man-
agement.
Terms Moderate.
A. FONSECA,
Manager.
Hongkong, 1st December, 1899.

KOWLOON HOTEL.

THIS HOTEL is situated in a quiet
locality, away from the din and distur-
bance of the City, and surrounded by a delig-
htful Garden. It is an ideal place of Residence.
The building stands on an eminence, giving a
magnificent view of the Harbour and the
City of Victoria. It is within easy access of
the Kowloon Wharves, where the principal
Mail Steamers disembark Passengers, and from
which there is a regular ferry service to Hong-
kong.
Bowling Alleys and Billiards.
The Cuisine is Excellent.
J. W. OSBOURNE, J. H. DOWNS,
Proprietor. Manager.
Hongkong, 8th September, 1900.

HING KEE HOTEL.

(ESTABLISHED 1873).
MACAO.
THIS First-class and well-famed establish-
ment is pleasantly situated in the centre of
PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well-furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINGKEE" [1919]

OREGON LUMBER.

THE Undersigned, being closely connected
with the leading MILLS at PORT-
LAND and PUGET SOUND, are always pre-
pared to book orders for any specifications at
LOWEST RATES.
SIEMSEN & CO.
Hongkong, 14th February, 1901.

INTIMATION.



A. S. WATSON & CO.,
LIMITED.

CHAMPAGNES

TO DRINK AT THE

RACES.

JACQUESSON Dry Macqueterie, 1893.
FILS { Brut Naturel, 1893.

JULES MUMM Dry
{ Extra Dry.

Anyone who has been to the MEETINGS
at ASCOT and GOODWOOD will remember
these WINES as being FAVOURITES with
ROYAL and other distinguished Owners.

SOLE IMPORTERS—

A. S. WATSON & CO.,

LIMITED,

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

NOTICE TO CORRESPONDENTS.

Only communications relating to the newspaper
should be addressed to "The Editor."
Correspondents must forward their names and ad-
dresses with communications addressed to the Editor,
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
No anonymous signed communications that have
already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should
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Telegraphic Address Press A.B.C. Code.
P.O. Box, 33. Telephone No. 12.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, C1
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 2nd March, 1901

THE Chongchow case seems at last to have
reached a definite stage. After dragging
on for months, SHENG and the other Chinese
official who acted on behalf of the Imperial
Government calmly announced that they
had looked into the matter and had come to
the conclusion that the officials who were
in prison in Hangchow as accessories to
the crime could not in any way be held
responsible. During this shuffling and
evasion strenuous efforts were being made by
two friends of the imprisoned officials to
obtain their release. Bribery was freely
used, and every nerve was strained to get
them free; once free, the rest would be easy,
and the threats and remonstrances of the
British, in the face of an accomplished fact,
might safely be disregarded. Affairs cul-
minated, however, in Consul-General
WARREN closing the case as far as he was
concerned and leaving it to the Foreign
Office to take a strong line or not, as they
saw fit. He had pointed out the absolute ne-
cessity for strong measures being taken, and
the responsibility for adopting or neglecting
this advice rested with them. The reply of
the Foreign Office does not appear to have
been of a very enthusiastic nature, but it has
ultimately been decided that someone—it
has not transpired who—is to be executed.
A member of the Consular Service is to
be deputed to be present at the execu-
tion and there is some idea of an escort
of British troops being furnished; but on
this point there are conflicting ideas, the mili-
tary authorities being unwilling to risk the
possibility of disaster to a small body of
men and not having the requisite authority
to move the whole of the force at present at
their disposal either up to the scene of the
outrage or to Hangchow where it is possible
reparation, in a restricted and inadequate

degree, will be made by the execution of one
official—or one coolie. As has been remark-
ed before, it has not transpired who is to be
executed, and judging by the past it is quite
likely that our Foreign Office will accept
the one coolie in place of insisting on a
dozen or more of the officials.

"I return, therefore, and shall return,
ichthus crebris, to my unwelcome task of
hammering for attention to English inter-
ests in China." So wrote WINSTON
CHURCHILL to the *Times* in 1897, and it is a
curious and significant fact that on two
occasions pregnant with issues vital to
British interests in China, public opinion
should have been diverted by other and ap-
parently larger issues. In 1897 the Indian
Mutiny overshadowed and absorbed British
public interest to the neglect of China,
and in 1900 the South African question has
acted in a similar way. A recognition of
importance of the stake that Britain has
in the Far East will come some day.
It will be well for her that it does not come
too late. To quote again the able writer
whose remarks apply to-day equally as well
as they did in 1897: "When we have got
this city of Canton, about the neck of
"which we are now tightening the lasso, we
"must use it for the purpose of preventing
"future wars and establishing a feeling of
"mutual regard between the people of the
"country and ourselves. There is only one
"way in which this can ever be effected.
"We must break down the door of partition."
If the bureaucracy of China will remain
"in the way, we must walk over it. But we
"must have free and unrestricted inter-
"course. I do not propose this as an easy
"point to gain. It will require great tact
"and decision in our plenipotentiary to ob-
"tain the privilege, and great study and
"forethought to hedge it about with the proper
"security. You will get nothing till you
"show you are irresistible, and you will
"then get everything you show yourself
"resolved to have. If Lord Elgin has the
"perspicacity to see and the courage to
"follow this bold safe-course, you people at
"home, and especially you men of commerce
"at home, must support him, or he will
"fail. If he has not, you must push him.
"force him, or supersede him; for he will
"deserve to fail, and must fail. This is
"the key to the whole position. Gain
"it, and, in the words of a Chinese
"merchant, with whom I often discussed
"this question, all men will be glad." He
"meant, and I mean, all men except the
"corrupt officials."

Substitute Peking for Canton and Sir
ERNEST SATOW for Lord Elgin, and we have
the situation as it stands to-day. It is
"you people at home" and "especially you
"men of commerce at home" who must de-
cide whether in Sir Ernest Satow you
have a representative who will follow this
safe and bold course; whether he will be
allowed to do so by the Government, of
which you are or should be the controlling
factor. Neglect the opportunity now pre-
sented to you, and bitter will be your re-
pentance in the years to come.

The P. & O. steamer *Plassey* arrived outside
the harbour last night, and was to enter at
daylight this morning.

Yesterday was St. David's Day, and the
wearing of the leek was widespread among the
officers and men of the Royal Welsh Fusiliers.

A special meeting of the Sanitary Board is
summoned for noon to-day for the purpose of
declaring Health Districts Nos. 9 and 10 in-
fected with Bubonic Plague.

It will be seen in another column that the
Band of the German flag ship *Hansa*, assisted
by amateurs, will give a concert of instrumental
music in St. Andrew's Hall on Monday next
at 9 p.m. The *Hansa* band has already made a
reputation for excellent playing.

The fourth and last competition for the
"Class" prizes, open to members of the Field
Battery (company of the Hongkong Volunteer
Corps), will be held at the Association Range,
Kowloon, to-morrow, 3rd inst., at 8.30 a.m.
Sharp, 200 yards range to close at 9.15 a.m.

The Band of the Royal Welsh Fusiliers will
play at the Hongkong Hotel this evening from
8 p.m. to 9.30 p.m. The programme will be—
March "A Frangosa" Costa
Valse "Zonda" Winkler
Selection "His Excellency" Caze
Gavotte "Wilkommen" Kluss
Polka "Minut" Waldteufel
Selection "A Runaway Girl" Caryl
Extra
Valse "My Queen" Bucalossi
"God Save the King."

To-night is the farewell performance of
Harmston's Circus, and there is every indication
of a very large assembly to witness for the last
time this season our entertaining visitors.
The final matinee comes off this afternoon,
while at the evening show there will be, as we
have already announced, another contest for
gentlemen riders on the lines of that so suc-
cessfully carried through on Thursday. The
entries include Messrs. C. H. Woodward and
R. F. Meuser (U.S.S. *Oregon*), G. C. Eohlin
(H.M.S. *Argonaut*), E. M. Bishop, L. C.
Anderson, H. E. Moon, and E. A. Browne. In
addition a bluejacket has volunteered to go into
the den of the Bengal tiger *Duke*. All the
former attractions are also on view. On Mon-
day the Circus leaves for Manila.

During the 24 hours proceeding noon yester-
day, one fresh case of plague and one death
(Chinese) were reported.

We learn that there are certain chances short-
ly to be made in the German staff in Shanghai.
Some members of it at present there have been
ordered to Kiochau and Peking.

The new German Minister to Tokyo, who was
to have left Berlin for Japan on the 2nd ult.,
has postponed his departure to the end of the
month. He is not expected to reach Tokyo
before April.

The task of floating the sanken drifter has
had to be discontinued on account of the sea
being somewhat rough. The vessel would have
been floated on Thursday, had not one of the
big pumps collapsed, the after-deck being
then some feet above water.

It has been decided that Consul-General
Warren is not for the present to resume his
duties at Hankow. It is not improbable that
this may be due to the necessity for keeping
him available for the final settlement of the
Chowchow case, to which we make reference else-
where.

The annual football match between the
Engineers and the Shanghai Football Club for
the possession of the Cup took place at Shang-
hai on the 23rd ult., and was won for the third
time in succession by the Engineers, the game
being at the close two goals to one in their
favour.

A charge has been brought against the police
department of San Francisco that it has enter-
ed into a compact with the Chinese gamblers
agreeing not to molest them in their infrac-
tions of the law providing that, in turn, the
Chinese consent to be arrested monthly, pay-
ing light fines. It is further alleged that a
corruption fund of \$2,000, and perhaps more,
each week is being contributed by the Chinese
for police protection.

A new industry is to be established on the
Pacific in the way of breeding horses for
China. The matter has been placed in the
hands of the Chinese consul at San Francisco,
and he, it is said, will select three places on the
Pacific coast where horses will be raised for the
Chinese trade. The whole enterprise will be
managed by Chinese. The farms will be run
by Chinamen, with the exception of the over-
seer, who will be an American. It is not known
at present where the locations will be, but
Chinamen on the Pacific coast are of the opin-
ion that one will be in Washington.

Mr. Henry Dallas's Musical Comedy Com-
pany leaves Shanghai by the German mail
steamer *Kintochow* on the 2nd inst. and opens
at the City Hall here on the 6th with *Florodora*,
which appears to have created quite a sensation
at Shanghai. The Company has been doing
most excellent business at our northern neigh-
bour and might have stopped considerably
longer, to judge from the enthusiastic houses
which witnessed their performances. *The
Erech Maid*, *The Belle of New York*, and *San
Tuy* have all been conspicuous successes, and were
all being revived prior to the Company leaving
Shanghai.

Mr. F. Lionel Pratt, one of Reuter's special
correspondents up North, and Lieut. Mahon,
R.E., found themselves in rather an alarming
position the other day at Chingwantao. They
were passengers on the steamer *Kwang Chi*,
and while the vessel was blocked in by ice, they
determined upon taking a walk over the white
expanse. They had proceeded about two miles
when the ice became thin and Mr. Pratt fell in
the water. He was however rescued by his
comrade, who himself became immersed later
on with the same result. On their return they
found the steamer had gone and they were
compelled to remain on the ice till the follow-
ing morning. Fortunately those on board the
Kwang Chi had managed to make the port
during the night and thus the famished ad-
venturers were rescued and taken on board.

A Tacoma paper says:—The China Mutual
Steam Navigation Company, of which Frank
Waterhouse, of Seattle, is the Pacific coast re-
presentative, desires to establish a regular
steamship line between Puget Sound and
Liverpool and London via Japan, China and the
Suez, similar to the newly established Dowell
Line. This will be done, according to Mr.
Waterhouse, provided someone will donate a
suitable waterfront site where the company can
build its docks and warehouses. The
China Mutual steamship *Ping Suey*, which is
due early in the present month, will sail about
February 15th with some 10,000 tons of Govern-
ment army supplies, principally forage, and
will carry some general freight as well. Mr.
Waterhouse says that this will be the first
sailing on the proposed line, provided satisfac-
tory arrangements can be made.

The following items are from the *Peking*
and *Tientsin Times* of the 16th ult.—
Count Waldersee returned to Peking by
special train on Saturday after the review.
Mounted brigades are still very active in all
districts around Tientsin and beyond Shanhai-
wan.—Wang Ta-chao, who was a prominent
Boxer and expert looter, has been sentenced to
six months' hard labour by the Provisional
Government.—Sir Walter Buller returned
from Shanghai via Ching-wan-tao on the
4th, and has gone on to Peking. He joins
Sir Ernest Satow as Political Secretary of
Legation.—Some Chinese recently spread
alarming reports to the effect that big
wrecks were being mounted on the walls of Peking
for foreigners and every preparation being
made for trouble. Li Hung-chang sent out
and secured the circulation of these rumours,
and the *Chih Pao* says they will be promptly
executed.

It is stated, on what authority we do not
know, that the U.S. Government is sending a
commission to investigate some reported Chinese
remains in Sonora, Mexico. These are supposed
to antedate Columbus's discovery of America.

Lieut. and Commander Arthur H. Oldham,
who has been appointed to the command of
H.M.S. *Pigmy*, goes to Singapore to take over
the command from Commander J. F. E. Green.
H.M.S. *Woodcock* left Shanghai on Thursday
for the Upper Yangtze, and the *Dido* leaves
Woosung for Chinkiang as soon as the *Orlando*
relieves her.

The China Merchants' steamer *Kuling*, en-
gaged in the Hankow-Tchang trade, has met
with an accident near Singti, some 90 miles
above Hankow. The damage is reported to be
serious and a considerable portion of her cargo
is injured, but as she is only a small boat the
loss cannot in the aggregate amount to a great
deal.

On the announcement of China's definite
consent to the execution of the principal cap-
tives in the massacres of Europeans last year,
the French expedition which was to have pro-
ceeded under the command of General Voyron
was put off. The pretext for this expedition
was the incursion of hostile Chinese parties into
South and West Chihli.

The P. & T. *Times* complains of closing of
the Tientsin banks for five days at China New
Year, instead of the customary three, and
says: "We hardly wonder at the opinion
expressed on various sides that the object of
this extensive holiday must be a trip to Peking.
We have it on very good authority, however,
that the pickings up there are very small beer
indeed now."

The *Universal Gazette* states that Li Hung-
chang has received a telegram from Hsiao
ordering him to inform the Foreign Minis-
ters that the Emperor does not object to the
placing of foreign Legation guards in Peking,
only their numbers must not be too large, and
as to the indemnity demanded by the Powers,
due consideration should be made as to the
ability of China to pay it within a reasonable
time.

An American paper says that the cabled state-
ment that the movement toward Protestantism
in the Philippines is growing with astonishing
rapidity is exaggerated. The Methodists, Pres-
byterians, Episcopalians and British and Ameri-
can societies have worked in Manila, and its
vicinity for two years and the membership of
the British Methodist missions is 4-0, and in a
constituency of 1,000 the Presbyterian mission
has a native membership of thirty.

The *Oaka Mainichi* has a strange story to the
effect that 181 foreign residents of Nagasaki
are about to be converted to the Tushakio, a
Shinto sect, and that the confirmation cere-
mony will take place on the 3rd inst. The
nationality of the candidates is as follows:—
British, 52; American, 46; French, 31; German,
29; and Italian, 23. Perhaps the truth is that
this number of foreigners have subscribed to
some fund for the upkeep of certain Shinto
temples and shrines.

Mr. Charles Bertram, than whom there is no
cleverer conjurer living, is about to visit Hong-
kong and will give three performances at the
City Hall, commencing on the 4th inst. Dur-
ing his tour through the East, Mr. Bertram has
been delighting and mystifying his audiences
with innumerable card-tricks and illusions of
various kinds, including the much-talked-of
"mango-trick." Down in Rangoon he so startled
some natives as to win the title of "devil-
gentleman." Mr. Bertram is sure of a hearty
welcome here.

Messrs. Walker, Poulsen, and Bellingham, of
Tientsin, all last month received a letter through
the British Minister under instructions from the
Marquis of Lansdowne, conveying the "special
thanks of the Secretary of State for India for
the admirable services rendered by you to the
sick and wounded, and to the troops generally
during the fighting in Tientsin in June and
July, 1900." Three ladies, Mesdames Bour-
goin, Bellingham, and Droste, have likewise re-
ceived letters of thanks in the same way, and
their orders will follow.

A preacher at the Union Church, Shanghai,
last Sunday made the subject of his sermon
Miss Marie Corelli's *Master Christian*. He
committed himself to the statement that he had
no doubt that translations of the book would do
much good in countries where Roman Catho-
licism flourishes, and that read soon in this
manner in time would bear fruit! As to less
benighted countries the reverend gentleman
considered Miss Corelli too bitter. She might
have found simple and whole-hearted worship in
Perthshire (where the book is supposed to have
been written), he thought. So there is hope
still.

LATEST STEAMER MOVEMENTS.

The steamer *Freiburg* left Kobe via Moji for
this port to-day, and may be expected here on
or about the 7th inst.
The P. & M. steamer *China*, with mails, &c.,
left Shanghai for this port on Thursday, 28th
ult., at 6 p.m.
The O. & O. steamer *Doric*, with mails, &c.,
from San Francisco to the 9th ult., via Hon-
olulu, has arrived at Yokohama, and left for this
port this morning via Inland Sea, Kobe, Naga-
saki, and Shanghai.
The H.A.L. steamer *Adria*, from Hamburg,
arrives for this port on the 1st inst.
and may be expected here on or about the 7th
inst.
The N. G. L. steamer *Bamberg*, from Ham-
burg, left Singapore for this port on the 1st
inst., and may be expected here on or about the
7th inst.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 1st March, 9.56 p.m.

THE MISSIONARY DEATH ROLL.

The total number of missionaries and
their families murdered in China during
last year has now been made up to 134
adults and 52 children, whereof 70 adults
and 28 children were British, 40 adults and
16 children Swedish, 24 adults and 8 chil-
dren American.

THE FUTURE FOREIGN AREA IN

PEKING.

It is proposed to convert the Legation
area at Peking into a huge fortress, forcing
the Imperial Maritime Customs, all banks,
stores, etc., to remove outside the protected
area.

THE WAR IN SOUTH

AFRICA.

LONDON, 28th February, 4.45 p.m.

HAS BOTH SURRENDERED?

It is unofficially stated that Commandant
Louis Botha has surrendered to Lord Kit-
chener.

GENERAL NEWS.

LONDON, 28th February, 4.45 p.m.

ARMY ESTIMATE.

The additional army estimate amounts to
three millions sterling, making the year's
total £91,999,400.

MONEY MARKET.

Consols are quoted at 97½. The rate of
interest for weekly advances ranges from
4 1/16 to 4 5/16. Japanese New Loan
Bonds stand at 93½. Bank rate is un-
changed.

REUTER'S SERVICE.

LONDON, 26th February.

BRITISH SOUTH AFRICA.

It is now announced that Commandant De
Wet has doubled back to the east, not west
as previously stated, and that he is moving in
the direction of Petrusville.

THE ADDRESS.

The House of Commons has voted the address
by 297 to 78.

THE SUPPLEMENTARY ESTIMATES.

The supplementary estimates, which include
provision of a million sterling for the Navy,
and over three millions sterling for the Army,
has been announced by Mr. Balfour.

LONDON, 27th February.

FIGHTING IN SOMALILAND.

The Ogaden Somalis attacked the British,
whilst the latter were engaged in making a
zababa. The enemy charged desperately, but
were repulsed, losing 250.
The British lost 17 killed, including Colonel
Maitland and 21 wounded.

HONGKONG RACE MEETING.

OFF DAY, SATURDAY, 2ND MARCH.
The following is to-day's programme of
events, commencing at 2 p.m.:—

THE "LUCKY" CUP; presented; second to
receive the entrance fees; for all beaten sub-
scription wagers; weight for inches as per
scale; entrance \$10. Half-a-mile.
THE "SINBAD" CUP; presented; second pony
to receive the entrance fees; for beaten China
ponies; unplaced ponies allowed 5 lbs; en-
trance \$10. One mile and a quarter.
THE VICTORIES CUP; presented; second to re-
ceive the entrance fees; for beaten derby
wagers; weight for inches as per scale; un-
placed horses allowed 5 lbs; entrance \$10.
Five furlongs.
THE OPEN STEEPLECHASE; prize presented by
the officers of the garrison to go to the rider,
for all horses; wagers catch weights over 1st.
10 lbs.; Arabs and Indian Country breeds catch
weights over 1st; China ponies catch
weights over 10st; entrance \$5 to go to second
pony; over a course selected by the Stewards
four to start or no race.
THE "GLOU" CUP; presented; for all beaten
China ponies; weight for inches as per scale;
unplaced ponies allowed 5 lbs; entrance \$5 to
go to the second pony. Three quarters of a
mile.
THE MAPPOOS CHAMPIONS; open to all China
ponies; first prize, \$25; second prize, \$15;
third prize, \$5; weight 10st; entrance \$5.
One mile.
THE "KISMET" CUP; presented; second to re-
ceive the entrance fees; for all beaten derby
wagers at this meeting; weight for inches as
per scale; entrance \$5; fourth day winners
barred. One mile.
THE MAPPOOS RACE; for beaten wagers; first
prize, \$20; second, \$10; third, \$5; weight
10st; entrance \$5. Once round.
THE OPEN STAKES;—For all ponies 14 hands
2 inches and under. Australians and En-
glish to carry 11st, 12 lbs.; Indian Country
Breeds, Arabs and China Ponies 10st. 11st.
Weight for inches, allowance 7 lbs. per inch.
Winner to receive \$250; Second \$50. En-
trance \$10. Half-a-mile.
1—Mr. Hart Buck's.
2—Mr. Hart Buck's.
3—Sir Horace McMahon's.
4—Mr. G. H. Potts.
5—Mr. G. H. Potts.
6—Mr. H. P. White.
7—Captain Warren's.
8—Mr. Wright's.
9—Mr. K. Whitelaw.
10—Mr. Kewick's.
11—Mr. Gresson's.
SALOONS' RACE; for China ponies; first prize,
\$25; second, \$15; third, \$10. Once round.
Randwick.
Flamington.
Number One.
Tocoin.
Bewickham.
Mataro.
Kangaroo.
Defender.
Paco.
Digby Grand.
Cockatoo.

BOXING CHAMPIONSHIP

TOURNAMENT.

SECOND SERIES.

The second series in the Boxing Cham-
pionship Tournament promoted by Mr. C. T. Robin-
son came off at the Theatre Royal last night.
There was again a large attendance. Mr. Frost
acted as referee. Two local gentlemen amate-
urs acted as judges. In one of the heavy
weight bouts on Thursday night Corporal
Aldridge was in our issue of yesterday stated
as having defeated Gunner McMurray; the
reverse was, however, the case.

The following are the results of the bouts in
the second series:—

The first bout was between O. Leary, R.W.F.,
and W. Howard, R.A.M.C. (feather-weights).
It was evident at the outset that Howard was
more than a match for his opponent. The lat-
ter, however, held out the whole of the three
rounds, at the end of which the judges declared
Howard the winner.

A middle-weight bout followed, viz., W.
S. Bailey, of Hongkong, and Bob Bowley,
of Taikoo. Both being local men, exceptional
interest was aroused by this contest. The
fight had scarcely begun ere Bailey downed
his opponent, who, however, rose when six had
been counted and went to work again with a
will. Bailey, who seemed to be in fine form,
pressed his man hard, and again felled him.
This time Howard was counted out and Bailey
was declared the winner in one round. Mr. Robin-
son in announcing the result observed that
Bailey was a marvel for his age, an observation
which was received with cheers.

George Smith, H.M.S. *Centurion* (light-
weight), who should have met C. Morris, O.
Company, R.W.F., was given a bye, and gave a
friendly exhibition with B. Mansford, H.M.S.
Argonaut (middle-weight).

Bob Savage, of H.M.S. *Goliath*, was pitted
against McMurray, of the 25th S.B.A. Both
men were fairly evenly matched as regards size,
but Savage had somewhat of an advantage in
height and reach. Savage did not press much
during the first round, but during the second
both fought hard and before it had concluded
McMurray was felled and Savage was declared
the winner.

An interval of ten minutes then took place.

Following the interval came a feather-weight
contest between C. A. Bowley, of Taikoo, and
R. Jones, R.W.F. Bowley was downed in the
first round, but rose at the fifth stroke. He
was downed again immediately afterwards, but
got up again at the eighth stroke. On being
felled again he was counted out, and Jones
was declared the winner in the first round.

A light-weight bout should have followed,
between T. Philip, of H.M.S. *Argonaut*, and
T. Harvey, of H.M.S. *Tamar*. Harvey, however,
did not come forward, and Philip was given a
bye. He gave an exhibition spar with Bentley,
one of the seconds.

W. S. Bailey, of Hongkong, who had entered
both as a middle-weight and a heavy-weight, now
met J. Deegan, of the R.W.F., as a heavy-weight.
Before the fight commenced, Mr. Robinson an-
nounced that the winner would meet Savage on
the Saturday night in the final. Deegan had
the advantage in weight and pushed Bailey some-
what, but the round ended in favour of neither.
The second round was very hardly fought, but
there was nothing much to choose between
the two men. In the third round Bailey got
point after point and was declared the winner.

George Smith, of H.M.S. *Centurion*, was
pitted against W. G. Green, of H.M.S. *Eady-
nion*, but was given a bye, in consequence of
Green not being well enough to appear.

This concluded the second series.

UNION INSURANCE SOCIETY OF

CANTON, LIMITED.

Yesterday at noon an extraordinary general
meeting of shareholders in the above company
was held at the Society's head office, No. 1,
Queen's Buildings, for the purpose of submit-
ting the following resolution:—

"That in article 91 the figures '\$7,000' be
eliminated and in place thereof the figures
'\$12,000' be inserted."

Mr. R. L. Richardson presided, and there were
also present Messrs. N. A. Sles, G. L. Mc-
Intyre, C. S. Sharp, J. A. Macarty (directors),
W. J. Saunders (secretary), A. G. Wood, J. H.
Ox, H. W. Slade, A. Kink, J. C. Peter, A.
B. Rouse, C. P. Hay, C. M. Burns, J. J. M.
de Carvalho, and J. A. de Carvalho.

THE SECRETARY read the notice convening
the meeting.

THE CHAIRMAN said:—Gentlemen: You have
no doubt, all of you seen and read the circular
which was sent to shareholders on the 1st
November last, giving the facts and figures on
which we base the proposal now before you, and
I need not recapitulate them here. A simple sum-
mary was purposely allowed for shareholders in all
parts of the world to express their views on the
question, and I am happy to say that while we
have received proxy forms from 192 share-
holders representing some 227½ shares, in many
cases accompanied by letters approving of
the scheme, we have heard not a word
in opposition to the proposal. The progress
of the Society has been steady and con-
tinuous. During the 25 years which have
passed since the reconstitution of the Board
was fixed at \$7,000, the whole of your reserves
have been built up, your paid-up capital has been

long shareholders have not generally exercised the option of appearing by proxy. Apparently also, when it comes to the point they have not thought it necessary to be present in person in any large number. I have no doubt that in this case the small attendance indicates a general approval of the proposition. Gentlemen, I now propose the resolution, namely:—That in Article 91 the figures "87,000" be deleted and in place thereof the figures "512,000" be inserted.

Mr. PATER seconded and the motion was carried.

The CHAIRMAN announced that the resolution would be submitted for confirmation as a special resolution at a subsequent extraordinary general meeting to be held on Tuesday, the 19th March.

POLICE COURT.

Friday, 1st March.

Before MR. HAZELAND.

THE TRAGEDY OF THE "PATROCLUS."
 Logia Argenti, from on board the steamer *Patroclus*, was brought up on remand charged with the murder of Chin Wai, a Chinese fireman on the same vessel, on the high seas, about sixty miles from Hongkong. An account of the tragedy appeared in our columns at the time. Mr. BADELEY, Deputy Superintendent of Police, prosecuted and examined several witnesses, including two from the *Patroclus* who witnessed the affair.

The hearing was further adjourned until Friday, 8th inst., at twelve o'clock, to permit of the attendance of another witness from the steamer.

DAMAGING PROPERTY AND ASSAULTING THE POLICE.
 John Llewellyn, a private in the Royal Welsh Fusiliers, and James Clifton, a Welsh seaman, were charged respectively with wilfully breaking a show case valued at \$1.50, the property of a shopkeeper, and with assaulting a looking while in the execution of his duty, on the 28th inst. Both pleaded guilty.

The first defendant was ordered to repay the damage to the show case, and the second fined \$5 or 14 days. The latter went to prison.

ANOTHER SOLDIER ASSAULTS THE POLICE.
 Another case of disorderly conduct and assaulting the police was heard in the charge against William Carroll, a bombardier in the Siege Train. The defendant denied the charge.

P. C. Young, the complainant, stated that the defendant refused to pay his ricksha fare in Queen's Road. The ricksha appeared to the complainant, who told the defendant to pay the hire. The latter, who was intoxicated, then rushed on him and knocked him to the ground.

Inquest. Gault said he was on duty in the charge-room when the defendant was brought in. He was very violent in his conduct, and appeared to have been drinking. The complainant's clothes were muddy, as from rolling in the street.

His Worship found both charges proved and imposed a fine of \$13 in all, which the defendant paid.

Before MR. KEMP.

THE COOLIE AND THE MULES.
 A camp follower with the 1st Bombay Light Infantry was taking several mules to water the other day, riding one and leading the others. The procession was moving quietly along the road, when a passing coolie poked the leader in the ribs with a lance and the mule reared.

This was the camp follower's version of the story. The coolie on the other hand, said the mules were frightened by something and threw the complainant, who, probably to relieve his feelings, got up and kicked the defendant.

His Worship did not accept this statement, and imposed a fine of \$3, with the alternative of 10 days' imprisonment.

LATE TELEGRAMS.

NEWS VIA JAPAN.

THE CRISIS IN CHINA.

SHANTUNG IMPERIAL BODYGUARD.
 Tientsin, 17th February.
 An official despatch from Lu Chuan-lin to Prince Ching and Li Hung-chang states that their application for the enrolment of Governor Yun's troops as Imperial Bodyguards has been accepted by His Majesty. Li Hung-chang transmitted the message to Governor Yun immediately.

FACTORS.
 As the railway between Peking and Pootung is in working order the Headquarters of the Allies are discussing whether they should despatch troops to relieve the garrisons at the latter city. Various notices to the garrisons at Pootung state that 400 or 500 Boxers are assembled at Nankin and are plundering the natives. The garrisons are preparing to send a force against the Boxers shortly.

REPORTED RUSSIAN ATTACK ON BRITISH CONSUL AT YOKOHAMA.
 Yokohama, 18th February.
 The Russian troops at Nishinomiya caused a disturbance on the 10th inst. and opened fire on the British Consulate, killing one Chinese employee. The British Consul has sent a messenger to Peking to report the affair to the British Minister.

THE INDEMNITY QUESTION.
 Tokyo, 8th February.
 The report about further British and American troops being ordered to North China is doubted. Most of the Americans have already been withdrawn.

As the indemnity question will shortly be discussed at the conference of foreign Ministers to Peking, the Japanese Government is now investigating matters relating to war expenditure and the personal demands sustained by Japanese subjects.

KOREAN DEMANDS AT SEOUL.

Seoul, 15th February.
 The Russian Minister to Seoul was received in audience by the Korean Minister yesterday. His Excellency applied for the privilege of cutting timber in Korea, but was refused. It is reported that the Russian Minister will lodge some other demands with the Korean Government.

ITALY AND COREA.

Masampo, 17th February.
 Fishermen report that on 17th and three other warships were lying at Kichonpo (Port Hamilton) some days ago. They appeared to be busy surveying the neighbourhood.

WHITE AND BROWN TEETH. ROWLAND'S OROLOGY is the best and purest dentifrice, being warranted free from any acid or gritty ingredients, it whitens and preserves the teeth, eradicates the formation of tartar, removes spots of incipient decay, polishes and preserves the enamel, sweetens the breath, induces a healthy action of the gums, causing them to assume the brightness and colour indicative of perfect soundness.

ROWLAND'S ESSENCE OF TOOTH is the best preparation for dying the hair a permanent brown or black. Ask Storekeepers and Chemists for ROWLAND'S articles, of 67, Hatton Garden, London. 1482—

PRAYA EAST RECLAMATION SCHEME.

The following is the continuation of the correspondence, the first part of which we published in our issue of yesterday.

COLONIAL SECRETARY'S OFFICE.
 HONGKONG, 13th September, 1900.

SIR,—I am directed to inform you that the Governor has had under consideration your letter of the 12th of June, in which you propose a scheme for a large reclamation from the sea between Arsenal Street and East Point, and for the utilisation of Morrison Hill and Mount Shadwell in connection with the reclamation.

His Excellency is prepared to view favourably your suggestion that the reclamation should be carried out on behalf of the Marine Lot holders by the Government, rather than that the Government should exercise its undoubted right to make the reclamation on its own account.

But His Excellency is not prepared to concede the terms, namely, favourable to the Marine Lot holders, which are proposed in your letter.

The value of the land which will be comprised in this Reclamation is and must be a matter of opinion, and since it cannot be determined now His Excellency is prepared to recommend to the Secretary of State for the Colonies, whose sanction must be obtained before any reclamation is made, the following principle for ensuring that the Government on behalf of the whole Colony obtains a fair share with the Marine Lot holders in the profits of the reclamation, namely that the expense of the reclamation be provided in the same way as the expense of the Praya Reclamation, and that when the new reclamation is finished the land so reclaimed shall be valued, and the expense of reclamation being deducted, the sum remaining divided equally between the Marine Lot holders and the Government as premium, the Crown rent to be the same as on the Western Praya, but neither premium nor Crown rent to be payable for the land required for street and lanes.

If you accept this principle, which in the Governor's opinion is a reasonable and equitable one, His Excellency will take steps to give the details of your scheme early and careful consideration. I have the honour to be, Sir, Your most obedient servant.

(Sd.) F. H. MAY,
 Acting Colonial Secretary.

The Honourable
 C. P. CHATER, C.M.G.

HONGKONG, 29th September, 1900.
 SIR,—I have the honour to acknowledge the receipt of your letter No. 1711 of the 13th inst. (in reply to mine of the 12th June last), in which you inform me that His Excellency the Governor has had under consideration my proposals for a large reclamation from the sea between Arsenal Street and East Point; that he is prepared to view favourably my suggestion that the Reclamation in question should be carried out on behalf of the Marine Lot holders by the Government, but that His Excellency is not prepared to accede to the terms embodied in my letter, as he deems them unduly favourable to the Marine Lot holders.

2. His Excellency's suggestion is, that the expense of the Reclamation be provided in the same way as was the expense of the Praya Reclamation, namely in progress, that when the reclamation is finished, the land so reclaimed be valued; that the expenses be deducted from such valuation and that the balance be equally divided between the Marine Lot holders and the Government. You further inform me that if I am prepared to accept this proposal as the basis of any arrangement to be made, His Excellency is prepared to take steps for a detailed examination of the scheme.

3. I have given to His Excellency's proposals very full and very careful consideration. I have gone into the figures again, so far as it is possible to estimate them, and have obtained professional advice and assistance in working out results. I regret to say that after this fresh investigation, and after a detailed examination and comparison of the two Reclamation Schemes—the Praya Reclamation now in progress and the present scheme—I am unable to accept His Excellency's suggestion as to the principle to be applied in working out the scheme, and I could not conscientiously recommend it for the acceptance of the Marine Lot holders in Wanchai, the position of the Marine Lot holders and the nature of the property being so totally different along the Eastern and Western Prayas.

4. I admit that, as events have turned out, it would not have been unreasonable or inequitable if some such principle had been applied to the Praya Reclamation now in progress, the Marine Lot holders and the occupants of premises there suffering little or no loss, either in the value of their holdings or in the profits of their business, during the progress of the Reclamation works, or in consequence thereof, and, therefore, benefiting to the full extent of the value of the reclaimed land or shorefronts; but the position in the Wanchai District is totally different. The Marine Lot holders there must necessarily suffer enormously during the progress of the works, and will be put to very great expense before they can make their properties pay again as Inland Lots. They will have to be repaid their losses and necessary expenditure by the value of the reclaimed land coming to them, while the Government, on behalf of the Colony, will without running any risk or incurring any expenditure, derive from the scheme the enormous profits set forth in my first letter—the Treasury will pocket from land sales alone, a lump sum of at least \$937,053, and will derive an additional annual revenue of \$150,571 from Crown Rents and Taxes, and the Colony, as a whole, will have added to it, free of expense, an immense additional area, laid out in streets and roads of ample width and with the very latest improvements.

5. If His Excellency will amend his proposal by including in the expense of the reclamation the amount of the fair and reasonable compensation (to be assessed under Ordinance 23 of 1889 or some similar Ordinance) payable to existing Lot holders in the Wanchai District for loss of rents and business during the progress of the works and for the diminished value of their lands when converted from Marine into Inland Lots, then, possibly, the principle of division of profits might be acceptable; but even then the profits to be derived by the Government from the carrying out of the scheme, as put forward by me, would be immeasurably greater than the derived by the Lot holders. The Government would get what would practically be a gift—something for nothing. The Marine Lot holders would get only their return on their investment.

6. The Central and Western Praya, at the commencement of the Reclamation of 1870, was, with one or two wholly unimportant exceptions, all shops, stores and residences. The principal part of the trade of the Colony was carried on along it. The whole coasting trade of the Colony centred there. The reclamations in their progress, although causing considerable inconvenience, did not seriously interfere with business along the Praya, nor in its neighbourhood, and did not interfere with the value of this property nor with the rents derived from them. The residents could not move elsewhere to carry on their business, so they had, perforce, to remain where they were

and make the best of it. The Marine Lot holders, therefore, suffered no diminution of their rentals during the progress of the reclamation—the tenants bearing whatever losses or inconveniences there were—and now that the reclamation is finished and the former Marine Lots have become inland lots, the lapse of time and the steady increase in the population and in the trade and shipping of the Colony, has made them as valuable for purposes of sale as the old Marine Lots ever were. They have, therefore, all the profits derivable from the value of the new made land.

7. In Wanchai the state of affairs is wholly different. It never has been and never will be an important business quarter. No trading junks anchor there. No Chinese merchants or traders of any position reside and carry on their work there; only the poorest and most casual of their neighbourhood. It is only within a comparatively recent period that there has been any business there at all even for the godowns. The division of the City caused by the interposition of the Naval and Military establishments has prevented the Chinese from settling there, and the immense expansion now in progress of the Naval Yard seaward will only emphasize the separation. The whole length of the Wanchai Praya is and always has been occupied almost entirely by godowns, and they are mainly used for the storage of coal and of the heavier and less expensive kinds of merchandise. The business of these godowns was at once affected by the interposition of the Naval and Military establishments, and the business of the godowns was at once affected by the interposition of the Naval and Military establishments, and the business of the godowns was at once affected by the interposition of the Naval and Military establishments.

8. The Marine Lot holder who agrees to the Praya Reclamation on my scheme has, in addition to finding the money for carrying it out, to (a) stand the loss of his present godown business during the progress of the work, to (b) spend \$4 a foot at the least in pulling down his godown and putting up Chinese houses in its place, to (c) spend much more in building on the reclaimed land, either godowns or dwelling houses, and lastly, to take all the risk of finding himself unable to let his new godowns and buildings at remunerative figures as speedily as he could wish. The value of the newly reclaimed land will hardly repay him for all this. The Governor's proposal would leave him out of pocket.

9. His Excellency will understand that in writing this I am expressing my own views and opinions only. I have not consulted and am not now speaking for the representative of the Marine Lot holders. I am giving His Excellency the result of my own careful study of the question, with the experience of many years and an intimate knowledge of the Colony and its business demands. The reclamation of the Eastern Praya and the removal of the Hospital and Morrison Hill are works that in the interest of the Colony must be done sooner or later. The rapid expansion of the Colony and its business demands it. Now is the time. The Colony is prosperous. Its population is plentiful. The Naval Yard Extension is in progress. The value of the work almost renders imperative the doing of the work now. If it is completed Wanchai will be placed at a still greater disadvantage than ever and the loss to the Colony will be a part of the City, to the injury of property and property owners there. As for the Colonial Government undertaking the task on its own account and risk I see no possibility of its ever being in a position to do so; so many public works of pressing importance are crying out for funds for their commencement or completion. I have the honour to be, Sir, Your most obedient, humble servant.

(Signed) C. P. CHATER.

The Honourable
 THE COLONIAL SECRETARY,
 HONGKONG, 15th November, 1900.

SIR,—Referring to my letter of the 12th June, submitting certain proposals for the reclamation of a large tract of foreshore in the Wanchai District, to your reply of the 13th September, to my rejoinder of the 19th of the same month, and to an interview with which His Excellency the Governor rejoined me on the 22nd of October last, I have now the honour to submit to you an amendment to the proposals contained in my letter of the 12th June last, which will, if accepted, enable the Marine Lot holders, in whose interests the reclamation will be carried out to acquiesce in the suggestion contained in your letter of the 13th September, that the Colonial Treasury should derive some more direct benefit from the carrying out of the works in question. Your proposal was that the building land reclaimed from the sea should be valued and that the difference between such valuation and the cost of the reclamation be divided between the Lot holders and the Government, the Government accepting their half of the profit by way of premium on the land reclaimed and leased to the Marine Lot holders.

In my letter of the 29th September, I pointed out that there could be no serious objection to this proposal if the Government consented to include in the cost of the Reclamation the compensation that would undoubtedly be claimed by the Marine Lot holders for their loss of rental, &c., on their existing lots during the progress of the reclamation, and for the diminished value of those lots on conversion into Inland Lots. I also suggested for the consideration of the Government that if any questions as to compensation arose there might be very little profit to divide.

At the interview with which I was honoured by the Governor it appeared that it was for many reasons undesirable that any proposals for the reclamation of the eastern district should be formulated which should give rise to any complications in connection with questions of compensation, but that the Government nevertheless, felt bound to insist upon the payment of Treasury of something in the shape of premium on the land reclaimed for building purposes and of which losses would have to be granted. I suggested therefore the following modification of my original proposal, and as it appeared to be acceptable I have now the honour to embody it in writing.

The proposed reclamation extending from the Arsenal eastward to Jardine's premises, including the widening of the present Praya street to a width of 75 feet, the formation of a new street, the construction of Chinese houses outside of that of the depth of 120 feet, the construction of a road 75 feet wide beyond that; then a further strip of land for godowns of 150 feet in depth and outside of all a Praya 75 feet wide. If His Excellency will consent to a further extension of this reclamation by another 75 feet to be added to the strip of land reserved for godowns, making the depth of the proposed reclamation 520 feet instead of 445 feet as originally proposed, I think I can persuade the Marine Lot holders to consent to pay the Treasury a premium of 25 cents a foot on every foot of building land to be leased to them. This will give the Government a premium income of \$500,000 or thereabouts which it would not receive under the scheme as originally framed and a considerable addition to the rental derivable from the land, which will be increased by about one-seventh.

This proposal, while increasing the area of new land to be obtained by the undertakers, and giving an increased depth of water along the new wall will add considerably to the cost of the work to be borne by the Marine Lot holders. It will, however, give a definite sum to the Government without involving the Government in any risk of loss should any unforeseen change in the position or prospects of the Colony render the undertaking unprofitable to the owners of Marine Lots at Wanchai.

May I ask for the favourable consideration of the Government for this modified proposal and for an early reply, as the Marine Lot holders are anxious to know the Government's view on the proposal? I have the honour to be, Sir, Your most obedient, humble servant.

(Signed) C. P. CHATER.

The Honourable
 THE COLONIAL SECRETARY,
 HONGKONG, 12th February, 1901.

SIR,—Referring to your letter of the 12th June, 1900, and 15th November, laying before Government a scheme for the reclamation of the foreshore from Arsenal Street to East Point, and offering your services as intermediary between the Government and the Marine Lot owners, and my reply of the 13th September to your first letter, I have the honour to inform you that your proposals have been fully considered in Executive Council.

2. His Excellency the Governor will be glad to avail himself of your offer to act as an intermediary, and is prepared (provided your negotiations with the owners of the existing Marine Lots are satisfactory and lead to their accepting your proposals) to recommend to the Secretary of State the general acceptance of the scheme, subject to the following conditions and to any modification the Secretary of State may deem necessary:—

"A." That the part of your scheme which involved the cutting down of Morrison Hill and Mount Shadwell to the level of Queen's Road having been abandoned in view of the representations adverse to that proposal which have been put forward, it shall be left to the Government to decide whether the matter for the reclamation work shall be obtained by Light Hill and Mount Caroline being possibly utilized, unless any unforeseen difficulty should arise.

"B." That the proposed reclamation including the extension of streets and a new Praya roadway, be carried out in accordance with a general plan to be drawn up, showing the land to be reclaimed delineated thereon in such divisions as are proportionate to the frontages of the existing Marine Lots, and the land when reclaimed shall be allotted according to such divisions.

"C." That the whole of the works, including the removal of the existing piers and the extension, formation, covering and channelizing of the proposed new streets and now Praya-wall and roadway, except on such portions of the foreshore as are situated in front of the Government properties, be carried out by the Public Works Department at the cost of the Marine Lot owners.

"D." That the Government shall not be called upon to incur any expense whatever, whether for drainage or sewage works or any matter connected with the scheme other than the expenditure on account of the wall and reclamation in front of Government properties.

"E." That the cost of the proposed works, except as aforesaid, be defrayed from a general fund to be constituted by the Marine Lot owners for the purpose, and that before the commencement of the works each Marine Lot owner enter into a written contract with the Government binding himself to take up such allotment of the general reclamation as may be apportioned him by the Government, and that each Marine Lot owner deposit at the Bank 25 per cent of the total value of the contribution to the General Fund by way of guarantee of his bona-fides, such deposit of 25 per cent to be forfeited to the Government in the event of the Marine Lot owner subsequently failing to take up his allotment for the reclamation. The interest accruing on these deposits to be handed over by Government to the Marine Lot owners.

"F." That during the progress of the works all calls of money for works that may be made by the Government upon the Marine Lot owners shall be duly honoured by the latter, provided that the amount of such calls does not exceed the value of the works actually done in their respective allotments.

"G." That immediately upon the completion of the reclamation of his allotment, including the construction of new streets and of the new Praya as aforesaid, each Marine Lot owner take out a Crown Lease for said allotment, paying an Annual Crown Rent for the same at the rate of \$200 per quarter acre.

"H." That no allotment of Annual Crown Rent shall be claimed by the Marine Lot owners for their present holdings.

"I." That the leases for the reclaimed lots be for 99 years, with the option of renewal at the end of 99 years, the Government for the time being for one far term of 99 years.

"J." That the cost of all resumptions of land and all compensations to be paid to the handholders in connection with the scheme be borne and paid by the Marine Lot holders as part of the expenses of the scheme, the estate or interest of the lessee so resumed being sold for the benefit of the fund, unless the Government elects to resume and pay the cost of resumption or compensation.

"K." That all blocks laid out for Chinese tenement houses be provided with a scavenging lane 10 feet wide opening to a public street on both ends, and in addition with open back yards in the rear of each house, open to the said scavenging lane in accordance with following scale:—

Houses not exceeding 40 feet in depth, for each foot of width—5 square feet.

Houses over 40 feet, but not exceeding 50 feet in depth, for each foot of width—6 square feet.

Houses over 50 feet, but not exceeding 60 feet in depth, for each foot of width—8 square feet.

Houses over 60 feet, but not exceeding 80 feet in depth, for each foot of width—10 square feet.

No tenement houses to exceed 80 feet in depth, without the permission of the Governor in Council.

The proposed reclamation extending from the Arsenal eastward to Jardine's premises, including the widening of the present Praya street to a width of 75 feet, the formation of a new street, the construction of Chinese houses outside of that of the depth of 120 feet, the construction of a road 75 feet wide beyond that; then a further strip of land for godowns of 150 feet in depth and outside of all a Praya 75 feet wide. If His Excellency will consent to a further extension of this reclamation by another 75 feet to be added to the strip of land reserved for godowns, making the depth of the proposed reclamation 520 feet instead of 445 feet as originally proposed, I think I can persuade the Marine Lot holders to consent to pay the Treasury a premium of 25 cents a foot on every foot of building land to be leased to them. This will give the Government a premium income of \$500,000 or thereabouts which it would not receive under the scheme as originally framed and a considerable addition to the rental derivable from the land, which will be increased by about one-seventh.

This proposal, while increasing the area of new land to be obtained by the undertakers, and giving an increased depth of water along the new wall will add considerably to the cost of the work to be borne by the Marine Lot holders. It will, however, give a definite sum to the Government without involving the Government in any risk of loss should any unforeseen change in the position or prospects of the Colony render the undertaking unprofitable to the owners of Marine Lots at Wanchai.

May I ask for the favourable consideration of the Government for this modified proposal and for an early reply, as the Marine Lot holders are anxious to know the Government's view on the proposal? I have the honour to be, Sir, Your most obedient, humble servant.

(Signed) C. P. CHATER.

The Honourable
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 HONGKONG, 12th February, 1901.

SIR,—Referring to your letter of the 12th June, 1900, and 15th November, laying before Government a scheme for the reclamation of the foreshore from Arsenal Street to East Point, and offering your services as intermediary between the Government and the Marine Lot owners, and my reply of the 13th September to your first letter, I have the honour to inform you that your proposals have been fully considered in Executive Council.

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May I ask for the favourable consideration of the Government for this modified proposal and for an early reply, as the Marine Lot holders are anxious to know the Government's view on the proposal? I have the honour to be, Sir, Your most obedient, humble servant.

(Signed) C. P. CHATER.

3. His Excellency accepts the modification of your original proposal, contained in your letter of the 15th November, namely, that the reclamation should extend 75 feet further into the harbour.

4. His Excellency is of opinion that a premium should be paid to Government by the Marine Lot holders for every foot of building and reclaimed land handed over to them, and that such premium should be at least 25 cents per square foot.

5. In conclusion, I am to add that the principle of reclamation in sections as adopted in the Western Praya reclamation scheme will be followed if the proposed reclamation is carried out, and that the expenses of a preliminary survey and estimate must be borne by the Marine Lot holders.—I have the honour to be, Sir, Your most obedient servant.

(Sd.) J. H. STEWART LOCKHART,
 Colonial Secretary.

The Honourable
 C. P. CHATER, C.M.G.

JOINT STOCK SHARES.
 HONGKONG, 1st March.—Our last report was dated the 22nd ultimo. The Race holidays have intervened, but in spite of this fact a very fair business has been transacted during the period under review, rates generally being well maintained, whilst in some instances, notably Banks and Docks, material advances have to be recorded.

BANKS.—Hongkong and Shanghai have continued in demand, and sales cash have been effected at various rates up to 350 per cent premium, at which the market closes with further buyers. On time sales have been made mainly for March and at prices ranging up to 350 per cent premium. In National the purchase is unchanged.

MARINE INSURANCES.—Unions continue in request at \$250. Yangtzes have been placed at \$124 and further business might be done at this figure. Other stocks under this heading are unchanged at quotations.

FIRE INSURANCE.—In Hongkong business has been done at \$314 and \$315 the market closing quiet at the latter rate. China Fires are on offer at \$34.

NEW ADVERTISEMENTS

HONGKONG JOCKEY CLUB.

NOTICE.

THE "OFF-DAYS RACES" will take place TO-DAY (SATURDAY), the 2nd March, commencing at 2 o'clock. The First Saddle Race will be rung at 1.30 p.m.

By Order.

T. F. HOUGH,

Clerk of the Course.

Hongkong, 2nd March, 1901. [628]

THE HONGKONG RIFLE ASSOCIATION.

SHORT RANGE CUT AND SPOONS.

THERE will be a COMPETITION for the above TO-DAY (SATURDAY), the 2nd inst. at 2.45 p.m.

RANGES—200, 500 and 600 Yards.

MOWBRAY S. NORTHCOTE,

Hon. Secretary.

Hongkong, 2nd March, 1901. [91]

NOTICE.

WE have Authorized Mr. O. I. ELLIS to SIGN our Firm PROSECUTION from this date.

S. J. DAVID & CO.,

Hongkong, 1st March, 1901. [627]

BOOK-KEEPER (PORTUGUESE) WANTED. Must have had previous experience in a Merchant's Office. (Good Salary for a reliable man.)

Apply to—

A. Care of Daily Press Office.

Hongkong, 2nd March, 1901. [621]

TO LET AT KOWLOON.

A FIVE ROOMED HOUSE (UNFURNISHED) with Garden and Tennis Court.

Apply to—

ALPHA.

Care of Daily Press Office.

Hongkong, 2nd March, 1901. [629]

TO LET.

NO. 45, ELGIN STREET, a SIX ROOMED HOUSE from the 1st April, 1901.

Apply at—

No. 43, ELGIN STREET.

Hongkong, 2nd March, 1901. [626]

PUBLIC AUCTION

THE Undersigned have received instructions from Major BUTTANSHAW, A.S.C., to sell by Public Auction

on

TUESDAY,

the 5th March, 1901, at 2.30 p.m., at their

Sales Rooms, Ice House Street.

A LARGE QUANTITY OF

SUNDRY HOUSEHOLD FURNITURE.

Also,

One GRAND PIANO, by John Broadwood & Sons, London.

TERMS—An usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 2nd March, 1901. [624]

HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

SHAREHOLDERS in the above Company

are hereby notified that a CALL of \$2 per Share has been made for the 15th instant. PAYMENTS to be made to the Undersigned at the Company's Office, No. 20, Des Voeux Road, on or before that Date accompanied with Scrips for Endorsement.

By Order.

J. W. KEW,

Manager.

Hongkong, 2nd March, 1901. [622]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE OF SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business contributed during the Half-year ended 31st December, 1900, on or before the 15th March, on which date the Accounts will be closed.

By order of the Board of Directors.

THOS. I. ROSE,

Secretary.

Hongkong, 2nd March, 1901. [623]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LD.,

Agents.

Hongkong, 1st March, 1901. [11]

THE HONGKONG WEEKLY PRESS is now ready and contains—

The Peking Negotiations.
The Evacuation Question.
Britain's Sea Trade.
European Fleets in Chinese Waters.
The Census.
The Loss of the City of Rio.
The Crisis: Telegrams.
Legislative Council.
The Disaster to the City of Rio.
Census Returns for the Colony.
Canton.
Tientsin.
Swatow.
Fochow.
Hongkong and Whampoa Dock Co., Ltd.
Hongkong Rope Manufacturing Co., Ltd.
Tyrphoon Fund.
Supreme Court.
The Norwegian Arms Case.
Hongkong Race Meeting.
Football.
Hongkong Rifle Association.
Boxing Championship Tournament.
Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance; postage, \$2.

Extra copies 30 cents each. Cash.

Copies can be posted from the Office to addresses sent, including postage 34 cents each, or \$1 for three copies Cash.

Hongkong, 2nd March, 1901.

NEW ADVERTISEMENTS

THEATRE ROYAL.

CITY HALL.

THREE NIGHTS ONLY!

MONDAY, TUESDAY AND

WEDNESDAY.

4th, 5th and 6th MARCH.

BERTRAM THE GREAT.

FIRST appearance in Hongkong of the

Royal and Imperial Court Magician,

who has been specially commanded on three

several occasions to appear before

H.M. THE QUEEN, EMPIRESS OF

INDIA.

At Windsor Castle, and has been summoned on

twenty-three occasions by

H.M. KING EDWARD THE VII.

To perform at Marlborough House, in

Sandringham.

Mr. CHARLES BERTRAM,

who has been acknowledged in Great Britain,

the British Colonies, and the United

States to be

THE PREMIER CONJUROR OF THE

AGE.

Doors Open 8.30; Performance 9.30 p.m.

Admission \$2, \$2 and \$1.

Military and Navy in Uniform Half-price to

Second and Back Seats only.

Box Plan at ROBINSON PIANO CO.

Hongkong, 2nd March, 1901. [629]

GRAND CONCERT.

A CONCERT OF INSTRUMENTAL

MUSIC will be given by the Band of

the German Flagship ILINSA, Assisted by

Amateurs, in

ST. ANDREW'S HALL.

City Hall Buildings.

ON MONDAY, 4th MARCH.

Commencing at 9 p.m.

Tickets, \$2 each, may be had at the City

Hall.

Hongkong, 2nd March, 1901. [625]

THEATRE ROYAL.

CITY HALL.

IMPORTANT ANNOUNCEMENT.

Visit of

MR. HENRY DALLAS'

MUSICAL COMEDY COMPANY,

presenting all the

LATEST LONDON

SUCCESSSES.

GRAND OPENING NIGHT

SATURDAY, MARCH 2nd.

A magnificent production for the

FIRST TIME in HONGKONG

of the Very Latest Musical Success.

THE RAGE OF LONDON.

"FLORODORA."

NOW DRAWING CROWDED HOUSES NIGHTLY

AT THE

LYRIC THEATRE—LONDON.

After a continuous run of

OVER EIGHTEEN MONTHS.

FULL CHORUS.

AUGMENTED ORCHESTRA.

Musical Director—Mr. W. F. Vallance.

MAGNIFICENT SCENERY,

by Mr. W. H. Palford.

BEAUTIFUL DRESSES,

by the leading London firms.

The whole produced by

MR. HENRY DALLAS.

PLAN OPEN TO-DAY (SATURDAY),

MARCH 2nd,

ROBINSON PIANO COMPANY.

BERTRAM HERMANN,

Business Manager.

Hongkong, 2nd March, 1901. [630]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BOMBAY."

FROM LONDON, PORT SAID, SUEZ

AND SUEZ.

Consignees of Cargo by the above-named

vessel are hereby informed that their goods

are being landed and placed at their risk in

the Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where

each consignment will be sorted out Mark by

Mark and delivery can be obtained as soon as

the goods are landed.

Optional goods will be landed here unless

instructions are given to the contrary before

3 p.m., TO-DAY.

Goods not cleared by the 7th instant, at

4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

All damaged packages must be left in the

Godowns, and a certificate of the damage

obtained from the Godown Company within

ten days after the vessel's arrival here, after

which no claims will be recognised.

A. M. MARSHALL,

Acting Superintendent.

Hongkong, 1st March, 1901. [1]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN AND QUEENSLAND

PORTS, and taking through

Cargo to ADELAIDE, NEW ZEALAND,

TASMANIA, &c.)

THE Steamship

"AIRLIE,"

Captain George, will be despatched for the above

ports on THURSDAY, the 21st instant, at

3 p.m.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber, which ensures the supply of Fresh Provi-

sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with

the Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—Return Tickets issued by this Com-

pany to and from Australia are available for

return by the steamers of the China Navigation

Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 1st March, 1901. [618]

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the

above port TO-DAY, the 2nd inst., at Noon.

For Freight or Passage, apply to

DOUGLAS LAURENCE & CO.,

General Managers.

Hongkong, 1st March, 1901. [618]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"MORAVIA,"

having arrived, Consignees of Cargo are hereby

informed that their Goods are being landed at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Co., Limited,

whence delivery may be obtained.

No claims will be admitted after the Goods

have left the Godowns, and all claims must be

sent in to the Office of the undersigned before

Noon on the 8th of March, or they will not be

recognised.

No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the

8th of March will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELE & CO.,

Agents.

Hongkong, 2nd March, 1901. [6]

HARMSTON'S

CIRCUS

AND

ROYAL MENAGERIE.

POSITIVELY THE LAST TWO

PERFORMANCES.

TO-DAY, AT 3 o'clock.

TO-NIGHT, AT 9 o'clock.

GRAND FAREWELL SHOW.

A NIGHT OF FUN.

YOU MUST SEE THE AMATEUR

RIDERS TO-NIGHT.

LAUGHING GAS DISTRIBUTED

AT 10.15.

C. H. Woodward, U.S.S. Oregon; G. C.

Ehlan, H.M.S. Argonaut; R. F. Menner,

U.S.S. Oregon; E. M. Bishop, L. C. Anderson,

H. E. Men, and G. F. Nole, Hongkong and

Shanghai Bank; E. A. Browne, and others.

A well-known Member of the Navy will enter

the Cargo of the Royal Bengal tiger "DUKE."

POSITIVELY LAST PERFORMANCE.

COMPANY LEAVE FOR MANILA

ON MONDAY.

Box Office Plan—ROBINSON PIANO CO.,

Queen's Road.

POPULAR PRICES.

SOLDIERS AND SAILORS OF ALL NA-

TIONALITIES admitted to CHAIRS and

STALLS HALF-PRICE.

ROBERT LOVE, Manager.

Col. CHAR. B. HICKS, Representative.

Hongkong, 1st March, 1901. [581]

THEATRE ROYAL.

CITY HALL.

BOXING

TOURNAMENT.

Open to All Comers to decide the bona fide

Championships.

Under the Management of

MR. C. T. ROBINSON.

VALUE OF PRIZES OVER \$2,000.

GIGANTIC ENTRIES.

PROGRAMME

FIRST SERIES.

16-BOUTS-16

S.E.

POSTERS

AND

HAND-BILLS.

BOOK SEATS, EARLY.

Late Tram and Launch will leave

1 hour after Each Performance.

POPULAR PRICES.

Stage Reserved Seats..... \$10 Season.

Do..... \$8 per Night.

Dress Circle..... \$3 and \$2.

Pitt..... \$1.

BOX PLAN NOW OPEN AT

ROBINSON PIANO CO.

Hongkong, 28th February, 1901. [582]

UNION CHURCH.

ORGAN RECITAL.

ON

MONDAY, 4th March,

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call	PARRAMATTA	Brit. str.	---	C. T. Denny, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON	IXION	Brit. str.	---	E. G. Andrews	BUTTERFIELD & SWIRE	On 5th inst.
LONDON	MALACCA	Brit. str.	---	---	P. & O. S. N. Co.	On or about 9th inst.
LONDON	DEUCALION	Brit. str.	---	---	BUTTERFIELD & SWIRE	On 10th inst.
LONDON	STENTOR	Brit. str.	---	---	BUTTERFIELD & SWIRE	On 3rd April.
LIVERPOOL	PATROCLUS	Brit. str.	---	---	BUTTERFIELD & SWIRE	On 16th inst.
BREMEN, via Ports of Call	KIAUTSCHOU	Ger. str.	---	P. Luhnenschloss	MELCHERS & CO.	On 6th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	KAWACHI MARU	Jap. str.	---	J. Thompson	MESSAGERS MARITIMES	On 8th inst., at Daylight.
MARSEILLES, &c., via Ports of Call	ANNAM	Ger. str.	---	Taglier	MELCHERS & CO.	On 11th inst., at 1 p.m.
MARSEILLES, HAVRE, CHAGEN, & BALTIC PORTS	ANNAM	Ger. str.	---	Taglier	MELCHERS & CO.	Quick despatch.
HAVRE, BREMEN & HAMBURG	ANNAM	Ger. str.	---	Taglier	MELCHERS & CO.	On 6th inst.
HAVRE & HAMBURG	ANNAM	Ger. str.	---	Taglier	MELCHERS & CO.	On or about 23rd inst.
HAVRE & HAMBURG	ANNAM	Ger. str.	---	Taglier	MELCHERS & CO.	On or about 30th inst.
HAVRE & HAMBURG	ANNAM	Ger. str.	---	Taglier	MELCHERS & CO.	On or about 5th Apr.
HAVRE & HAMBURG	ANNAM	Ger. str.	---	Taglier	MELCHERS & CO.	On or about 10th Apr.
NEW YORK via Ports & Suez Canal	ALBENGA	Ger. str.	---	Petersen	CARLOWITZ & CO.	Quick despatch.
NEW YORK via Suez Canal	ALBENGA	Ger. str.	---	Petersen	CARLOWITZ & CO.	On 21st inst.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	---	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On 19th inst.
VICTORIA, B.C. & Tacoma via SHANGHAI, &c.	BREMAH	Brit. str.	---	W. Wett	DODWELL & CO. LIMITED	On 4th inst.
VICTORIA, B.C. & Tacoma via SHANGHAI, &c.	TORAMARU	Jap. str.	---	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 16th inst., at 4 p.m.
PORTLAND, OREGON, &c., via JAPAN, &c.	EVY	Brit. str.	---	Petersen	ARNOLD, KARBURG & CO.	On or about 10th inst.
SAN FRANCISCO via SHANGHAI, &c.	HONGKONG MARU	Jap. str.	---	---	PACIFIC MAIL S. S. CO.	On 12th inst., at Daylight.
SAN FRANCISCO via SHANGHAI, &c.	CHINA	Amr. str.	---	---	O. & S. S. CO.	On 13th inst., at Noon.
SAN FRANCISCO via SHANGHAI, &c.	DOMIC	Brit. str.	---	---	BUTTERFIELD & SWIRE	On 21st inst., at 5 p.m.
SAN DIEGO, &c., via MOI, &c.	STRAITWAYLE	Brit. str.	---	George	GIBB, LIVINGSTON & CO.	On 15th inst., at Daylight.
AUSTRALIAN PORTS	ANRIE	Brit. str.	---	W. Townsend	NIPPON YUSEN KAISHA	On or about 9th inst.
Kobe & YOKOHAMA	SANUKI MARU	Jap. str.	---	C. J. Benton, R.N.R.	P. & O. S. N. Co.	On 15th inst., at Daylight.
Kobe & YOKOHAMA	NANKIN	Brit. str.	---	F. Sommer	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
Kobe & YOKOHAMA	HAKATA MARU	Jap. str.	---	A. E. Moses	BUTTERFIELD & SWIRE	To-day, at Noon.
NAGASAKI, Kobe & YOKOHAMA	YAWATA MARU	Jap. str.	---	G. M. Montford, R.N.R.	P. & O. S. N. Co.	To-day, at 4 p.m.
SHANGHAI	HONGHAI	Brit. str.	---	Knop	EAST ASIATIC TRADING CO., LD.	To-day, at 5 p.m.
SHANGHAI & JAPAN	BOMBAY	Brit. str.	---	C. F. Preston, R.N.R.	P. & O. S. N. Co.	On or about 2nd inst.
SHANGHAI	LONGMOON	Ger. str.	---	C. L. Daniel	P. & O. S. N. Co.	On or about 10th inst.
SHANGHAI	PLASSY	Brit. str.	---	S. Atsami	MIYU BUSSAN KAISHA	On 13th inst., at Daylight.
SHANGHAI	CHUSAN	Brit. str.	---	K. Suter	DOUGLAS LARLICK & CO.	To-day, at Noon.
FOOCHOW via SWATOW & AMOY	ANPING MARU	Jap. str.	---	A. Ramsay	MIYU BUSSAN KAISHA	On 6th inst., at Daylight.
SWATOW	THALES	Brit. str.	---	R. I. L. Cook, R.N.R.	BUTTERFIELD & SWIRE	On 10th inst.
SWATOW, AMOY & TAIWAN	AKASHI MARU	Jap. str.	---	S. Yoshizawa	P. & O. S. N. Co.	On or about 26th inst.
TAMISU via SWATOW & AMOY	MAIDZURU MARU	Jap. str.	---	J. G. Spence	NIPPON YUSEN KAISHA	On 6th inst., at Noon.
MANILA, Cebu & ILOILO	KAIFONG	Brit. str.	---	---	DAVID SASSOON, SONS & CO.	On 5th inst., at 3 p.m.
MANILA	DIAMANT	Brit. str.	---	---	---	---
STRAITS, COLOMBO & BOMBAY	SURKIND	Brit. str.	---	---	---	---
BOMBAY	MAZAGON	Brit. str.	---	---	---	---
SINGAPORE, PENANG & CALCUTTA	HIROSHIMA MARU	Jap. str.	---	---	---	---
	LIGHTNING	Brit. str.	---	---	---	---

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU	Kobe and YOKOHAMA	SUNDAY, 3rd Mar., at Daylight.
HIROSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	WEDNESDAY, 6th Mar., at Noon.
KAWACHI MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 8th Mar., at Daylight.
HAKATA MARU	Kobe and YOKOHAMA	FRIDAY, 15th Mar., at Daylight.
TOKA MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, Kobe, MOI and YOKOHAMA	SATURDAY, 16th Mar., at 4 p.m.
YAWATA MARU	NAGASAKI, Kobe and YOKOHAMA	FRIDAY, 22nd Mar., at Noon.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Canton Road.

Hongkong, 26th February, 1901. A. S. MIHARA, Manager.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	6th March.
BAYERN	WEDNESDAY	20th March.
STUTTGART	WEDNESDAY	3rd April.
KONIG ALBERT	WEDNESDAY	17th April.
PRINZESS IRENE	WEDNESDAY	1st May.
PRINZ HEINRICH	WEDNESDAY	15th May.
PREUSSEN	WEDNESDAY	29th May.
HAMBURG (Hamburg-Amerika Linie)	THURSDAY	13th June.
SACHSEN	THURSDAY	27th June.
KIAUTSCHOU (Hamburg-Amerika Linie)	THURSDAY	11th July.

Calling at Amsterdam.

ON WEDNESDAY, the 6th day of March, 1901, at Noon, the Steamship "KIAUTSCHOU," of the HAMBURG-AMERIKA LINIE, Captain P. Luhnenschloss, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 4th March, Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 5th March, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 5th March.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 22nd February, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, Kobe, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 18 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPRESS OF JAPAN, Comdr. H. Pybus, R.N.R., WEDNESDAY, 13th Mar., 1901.

EMPRESS OF CHINA, Comdr. B. Archibald, R.N.R., WEDNESDAY, 3rd April, 1901.

EMPRESS OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 24th April, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from the PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PACIFIC STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pender's Street.

Hongkong, 14th February, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANPOO.

THE Company's Steamship

"AKASHI MARU" Captain K. Sudaoki will be despatched for the above ports on WEDNESDAY, the 6th March, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 21st February, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI via SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU" will be despatched for the above ports on SUNDAY, the 10th March.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th February, 1901.

FOR NEW YORK via PORTS and SUEZ CANAL.

THE Steamship

"FOLMINA" will sail at the end of February, and will be followed by the Steamship "GYMERIC" about the middle of March.

For Freight, apply to DODWELL & CO., LD., Agents.

Hongkong, 13th February, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa in connection with the TROPICAL STEAM NAVIGATION CO.'s fortnightly service between Cape Town and Calcutta via Gambia, Senegal, Sierra Leone, Liberia, and Cape Verde.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI INLAND SEA OF JAPAN, Kobe AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
BRAEMAR	3,601	W. Wett	March 4
VICTORIA	3,502	J. Pantou	March 8
GLENOCLE	3,750	W. Frakes	March 22

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, £22.

Excellent accommodation. First-class Table. Doctor and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 41 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG to VICTORIA AND TACOMA, £35.

The best route to the KLODYKE GOLD FIELDS. Frequent Sailings from Victoria and Tacoma to DYRA and St. Michael.

Rates of Passage to other Points on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 22nd February, 1901.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR LONDON, &c., via SHANGHAI AND JAPAN.

STEAMERS TO SAIL ON

REMARKS.

LONDON, &c., via SHANGHAI AND JAPAN, PARRAMATTA, C. T. Denny, R.N.R., Mar. 2nd, Sec. Special Advertisement.

SHANGHAI AND JAPAN, BOMBAY, G. M. Montford, R.N.R., Mar. 2nd, Freight or Passage.

PAN, PLASSY, C. F. Preston, R.N.R., Mar. 2nd, Freight or Passage.

SHANGHAI, MALACCA, E. G. Andrews, Mar. 9th, Freight or Passage.

LONDON, NANKIN, C. J. Benton, R.N.R., Mar. 9th, Freight only.

Kobe, CHUSAN, C. L. Daniel, Mar. 16th, Freight or Passage.

SHANGHAI, CHUSAN, C. L. Daniel, Mar. 16th, Freight or Passage.

STRAITS, COLOMBO, MAZAGON, R. I. L. Cook, R.N.R., Mar. 16th, Freight only.

AND BOMBAY, PASSENGER SEASON, 1901.

a.s. PLASSY 7,240 tons March 30th; MARSEILLES AND LONDON DIRECT

s.s. SOBILON 7,382 tons April 27th; Without Transshipment.

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 1st March, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

FREIBURG (Havre, Bremen & Hamburg) On 8th March, Freight.

SAVOIA (London with transshipment in Hamburg) About 23rd March, Freight and Passage.

MAZAGON (London with transshipment in Hamburg) About 30th March, Freight.

SEBILIA (London with transshipment in Hamburg) About 5th April, Freight and Passage.

BAMBERG (Havre & Hamburg) About 10th April, Freight.

These steamers have superior accommodation for passengers and carry a doctor and a stewardess.

For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 1st March, 1901.

VESSELS ON THE BERTH.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) MONDAY, Mar. 4, 1901, at DAYLIGHT.

SHANGHAI MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Mar. 28, 1901, at NOON.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, April 23, 1901, at NOON.

THE Twin-Screw Steamship

"HONGKONG MARU"

will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, Kobe, INLAND SEA, YOKOHAMA, and HONOLULU on MONDAY, the 4th March, 1901, at DAYLIGHT, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the Southern Pacific, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £1 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the Southern Pacific, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Export Packages should be marked to address in full; value of same is required.

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS	TO SAIL
LONDON	"IXION"	On 5th Mar.
LONDON	"DEUCALION"	On 19th Mar.
LONDON	"STENTOR"	On 3rd April.
LIVERPOOL	"PATROCLUS"	On 16th Mar.

(Taking Cargo at London Rates).
S.S. "IDOMENEUS" arrived from GLASGOW and LIVERPOOL and will leave for SHANGHAI to-morrow morning, the 2nd March.

For Freight, apply to
BUTTERFIELD & SWIRE,

AGENTS O. S. S. Co.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	HONGKONG	On 2nd Mar. A.M.
MANILA, CEBU and ILOILO	KAIFONG	On 2nd Mar.
MANILA	SUNGIANG	On 8th Mar.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st March, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE"

Captain A. Ramsay, will be despatched as above on MONDAY, the 4th inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light.

A doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 1st March, 1901.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Symcox, will be despatched for the above ports on TUESDAY, the 5th March, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & CO.,

Agents.

Hongkong, 27th February, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Mar. 19, 1901, at Noon.

CORRE (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Apr. 13, 1901, at Noon.

GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, May 7, 1901, at Noon.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Parti lare of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Seal'd Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,

Agent.

Hongkong, 15th February, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU."

Captain S. Asumi, will be despatched for the above ports, on WEDNESDAY, the 13th March, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 27th February, 1901.

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boilers.

Call Flag W.

J. W. KEW,

Manager.

20, Des Voeux Road.

Hongkong, 18th December, 1900.

VESSELS ON THE BERTH
OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

TAKING CARGO TO JAPAN PORTS, THE UNITED STATES, AND CANADA.

THE Steamship

"EVA."

2,084 tons, Capt. Petersen, will be despatched on or about the 10th March, for PORTLAND (OR.) VIA MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Underwriter until the same time. All Parcels should be marked to address in full.

Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to

ARNHOLD, KARBURG & CO.,

Agents.

Hongkong, 5th February, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, ALGUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 11th March, 1901, at 1 P.M., the Company's Steamship "TONKIN," Captain Vanier, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Specie and Parcels until 4 P.M.

Specie and Parcels until 3 P.M. on the 10th March. (Parcels and Specie to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 1st March, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(Rob. M. Sloan & Co., Hamburg.)

FOR NEW YORK VIA SUEZ CANAL.

(With liberty to call at MANILA.)

THE full-powered Steamship

"ALBENGA."

Captain Petersen, will be despatched for the above port on 21st March.

For Freight, apply to

CARLOWITZ & CO.,

Agents.

Hongkong, 1st March, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRAITHOYLE".....On 30th March

THE Steamship "STRAITHOYLE" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE and YOKOHAMA on 30th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, China and Japan.

Hongkong, 21st February, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

ADOLPH ORRIG, American ship, Amesbury—Standard Oil Co.

MOZAMBEQUE, British ship, Robt. Clernan—Standard Oil Co.

SEA WITCH, American ship, Howes—Master.

HATTIE C. SMITH, American schooner, Riley—Master.

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boilers.

Call Flag W.

J. W. KEW,

Manager.

20, Des Voeux Road.

Hongkong, 18th December, 1900.

NOTICES TO CONSIGNEES
STEAMSHIP "ANNAM."
COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London ex s.s. *Ortega* and *Sinai*, and Bordeaux ex s.s. *Ville d'Aras* and *Frederic Morel*, in connection with above Steamer, are hereby informed that their goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining unclaimed after MONDAY, the 4th March, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th March, or they will not be recognized.

Consignment packages will be examined on MONDAY, the 4th March, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 25th February, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENOCLE,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 25th February, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRAEMAR,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LD.,

Agents.

Hongkong, 23rd February, 1901.

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.G.L. Steamship

"MARBURG."

Captain von Binzer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY, the 25th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th prox. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th March, at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO.,

Agents.

Hongkong, 25th February, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"IDOMENEUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Kowloon Godowns; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 1st March.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 6th March will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 7th March.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 27th February, 1901.

DAVID COESAR & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBURG & CO.,

Sole Agents.

BEKANTMACHUNG.

DE AMTLICHEN BEKANTMACHUNG

des Kaiserlichen Konsulats

werden im Jahre 1901 durch den OESTERREICHISCHEN LOYD in Shanghai und den HONGKONG DAILY PRESS in Hongkong, ausserdem, wenn erforderlich, durch den Deutschen Reichs-Anzeiger veröffentlicht werden.

Kanton, den 27. Dezember 1900.

DER KAISERLICHE KONSUL.

KALLEN.

3299

CARMICHAEL & BARLOW,

CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS.

QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for any class of Steamships, Launches and light-draft vessels a specialty. Contractors for the supply and erecting of any type of machinery. New work and repairs supplied. New and second hand Launches for sale. Telegrams: "CRESTE," Hongkong.

Telephone: 222.

H. F. CARMICHAEL,

B. J. BARLOW,

Hongkong, 1st June, 1900.

PORTLAND CEMENT

J. B. WHITE & BROS

"SOLE AGENTS FOR CHINA, HOLLIDAY, WISE & CO."

Hongkong, 16th September, 1899.

FOR SALE.

RURAL BUILDING LOT 103, BARKER ROAD.

Apply to—

HUMPHREYS ESTATE AND FINANCE CO., LIMITED.

Hongkong, 31st January, 1901.

怡和洋行

YEE SANG & CO.

COAL MERCHANTS

has always on hand

LARGE STOCKS EVERY DESCRIPTION OF COAL.

Address—Care of Messrs. Kwong Sang & Co. No. 144, DES VOEUX ROAD.

BOMBAY-BURMAH TRADING CORPORATION, LIMITED.

BANGKOK AND RANGOON.

TRAM SQUARES, PLANKS, BOARDS AND SCANTLINGS, PLANES, LONGWOOD, AND GROOVED BOARDS, FOR FLOORING, CEILING, WALLING, &c. TRAM SQUARES FOR ROOFING.

PINKADOE RAILWAY SLEEPERS for all GAUGES.

Rates Supplied and Orders Booked by

JARDINE, MATHESON & CO.

Hongkong, 3rd Mar. 1895.</

